

PATENT CLAIMS:

Claims 1-11: Canceled

12. (New) A method for actuating an electrically controllable parking brake, wherein, at a driving speed exceeding a predetermined minimum speed, the brake torque at the braked wheels is reduced, in order to prevent locking of the wheels braked by the parking brake.
13. (New) The method as claimed in claim 12, wherein the wheel slip is monitored to determine the reduced brake torque.
14. (New) The method as claimed in claim 13, wherein the brake torque is reduced after detection of wheel slip above a predetermined threshold value on one of the wheels braked by the brake, and the brake torque is increased after detection of wheel slip below a predetermined threshold value.
15. (New) The method as claimed in claim 14, wherein the wheel slip of the wheels braked by the parking brake is monitored and an unstable phase is determined when at least one wheel speed is below the vehicle speed (v_{ref}) by a defined amount, and wherein in an unstable phase a new nominal value for the brake torque is calculated.
16. (New) The method as claimed in claim 14, wherein the wheel slip is monitored and an unstable phase is determined when at least the wheel slip of at least one exceeds a defined amount, and wherein in an unstable phase a new nominal value for the brake torque is calculated.
17. (New) The method as claimed in claim 13, wherein the wheel slip of the wheel braked by the parking brake is monitored, said wheel showing the instantaneously greatest wheel slip (Select Low).

18. (New) The method as claimed in claim 13,
wherein the nominal value of the brake torque of the preceding calculation is also taken into consideration to calculate a new nominal value for the brake torque.
19. (New) The method as claimed in claim 13,
wherein the actual brake torque (2) prevailing at the time when the slip threshold is exceeded or a quantity derived by way of an approximation model that corresponds largely to the present brake torque (2) is considered in order to calculate a new nominal value for the brake torque.
20. (New) The method as claimed in claim 13,
wherein it is monitored over a defined period t_0 that the wheel slip has not exceeded another predetermined slip threshold in order to avoid underbraking conditions.
21. (New) The method as claimed in claim 12,
wherein the brake torque is increased in particular stepwise when underbraking occurs.
22. (New) An electrically controllable parking brake for motor vehicles comprising another electronic service brake system with anti-lock protection,
wherein the parking brake includes an anti-lock device.
23. (New) The brake as claimed in claim 22,
wherein the device is designed to reduce the brake torque at the braked wheels in order to prevent locking of the wheels braked by the parking brake.